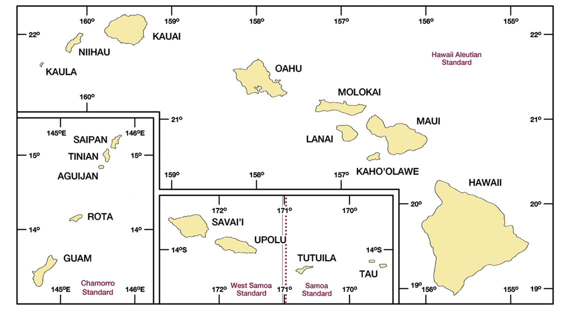
HAWAIIAN IS / MARIANA & SAMOAN IS

SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

EFFECTIVE 0901Z **25 FEB 2021**
TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SHI
NSN 7641014100160
NGA REF. NO. SECXXHAWAIIS
EFF. DATE 21056

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Entire area of this chart is within the Hawaii Aleutian Standard Time Zone + 10 = UTC except the Samoan Islands and Mariana Islands

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

CONVERSION OF ELEVATIONS

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

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REPORTING CHART ERRORS

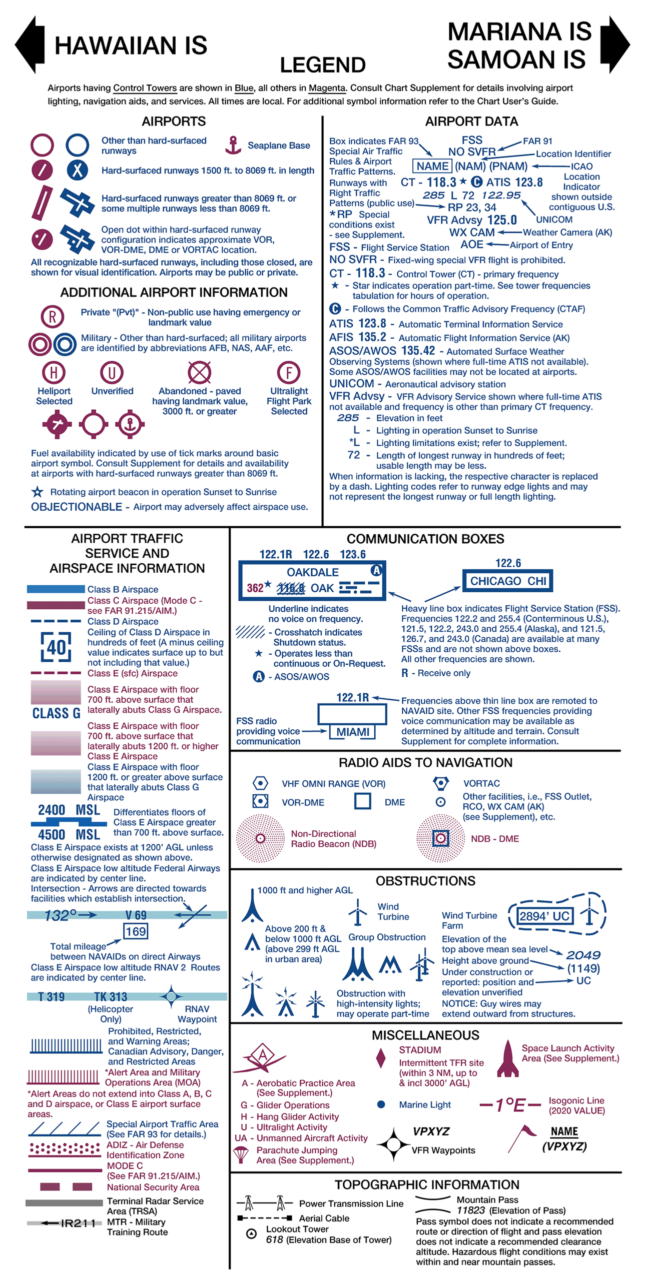
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines and railroads. Check NOTAMs and see AIM for details.

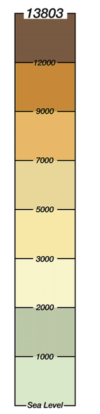
HAWAIIAN ISLANDS



SPECIAL USE AIRSPACE ON HAWAIIAN ISLANDS SECTIONAL CHART

CONTOUR INTERVAL 1000 feet
Intermediate contours 500 feet
HIGHEST TERRAIN elevation is 13802 feet

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)



MILITARY TRAINING ROUTES (MTRs)

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

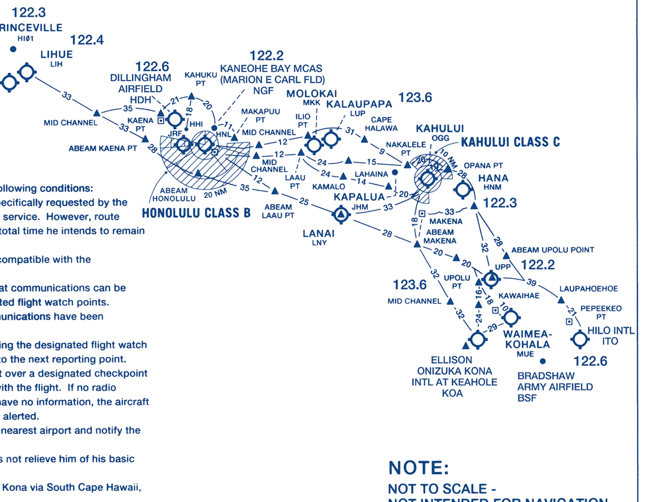
HAWAIIAN ISLAND REPORTING SERVICE FLIGHT WATCH STATION AND CHECKPOINTS

CONTACT HONOLULU RADIO ON SUGGESTED FREQUENCIES

Legend

- CHECKPOINTS
- PUBLIC AIRPORTS (STATE)
- PRIVATE/MILITARY AIRPORTS
- LANDMARKS

Consult appropriate NOTAMs and Pacific Chart Supplement for additional data, conditions and current information.



Island Reporting Service is available to all civil pilots under the following conditions:

(1.) A VFR flight plan is filed and Island Reporting Service is specifically requested by the pilot. Stopover flight plans will not be accepted under this service. However, route diversions are acceptable provided the pilot indicates the total time he intends to remain in a specified area enroute on his flight plan.
(2.) The aircraft is equipped with a functioning two-way radio compatible with the communication outlets to be used.
(3.) The flight route and proposed cruising altitude are such that communications can be established with the flight watch stations over the designated flight watch points.
(4.) Island Reporting Service begins after two-way radio communications have been established between the pilot and Honolulu AFSS.
(5.) The pilot makes enroute radio contacts when over or passing the designated flight watch points. Pilots also provide an estimated time, in minutes, to the next reporting point.
(6.) After these arrangements have been made, if radio contact over a designated checkpoint is missed, FAA facilities will attempt to establish contact with the flight. If no radio contact is made within fifteen minutes and other stations have no information, the aircraft will be considered overdue and Search and Rescue will be alerted.
(7.) In case of aircraft radio failure, the pilot should land at the nearest airport and notify the nearest FAA station by telephone.
(8.) Island Reporting Service is optional with the pilot and does not relieve him of his basic responsibility for the safe conduct of the flight.
(9.) Island Reporting Service is not available between Hilo and Kona via South Cape Hawaii, and along the north shore of Kauai.

NOTE:
NOT TO SCALE -
NOT INTENDED FOR NAVIGATION

HONOLULU

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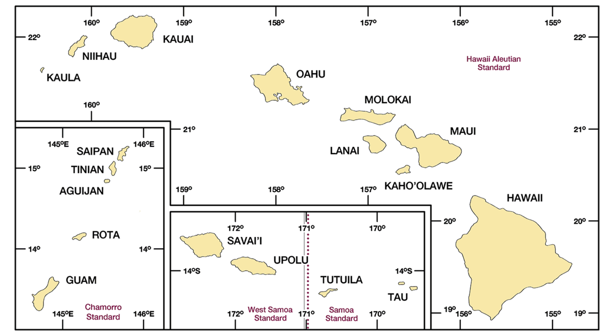

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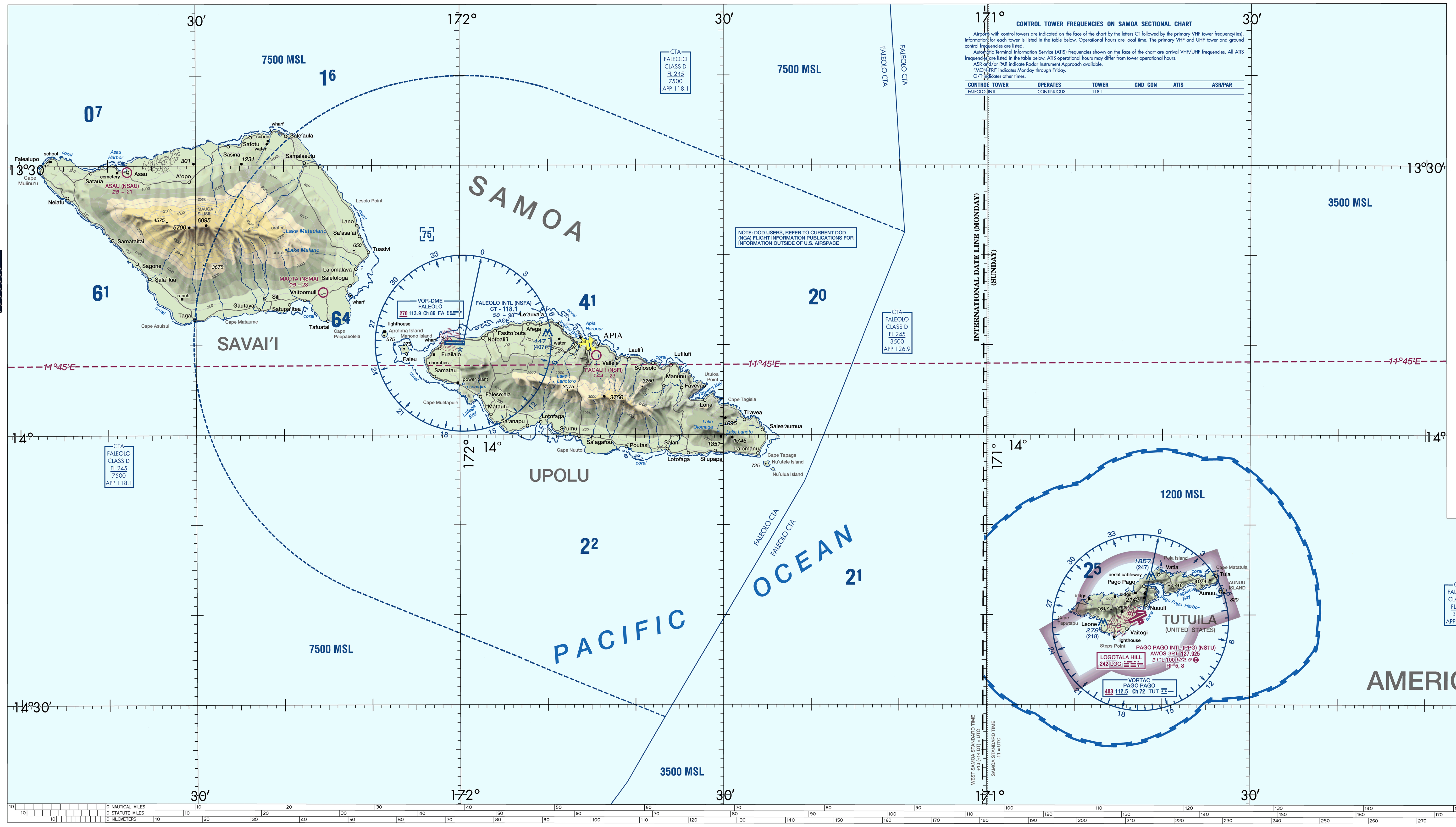
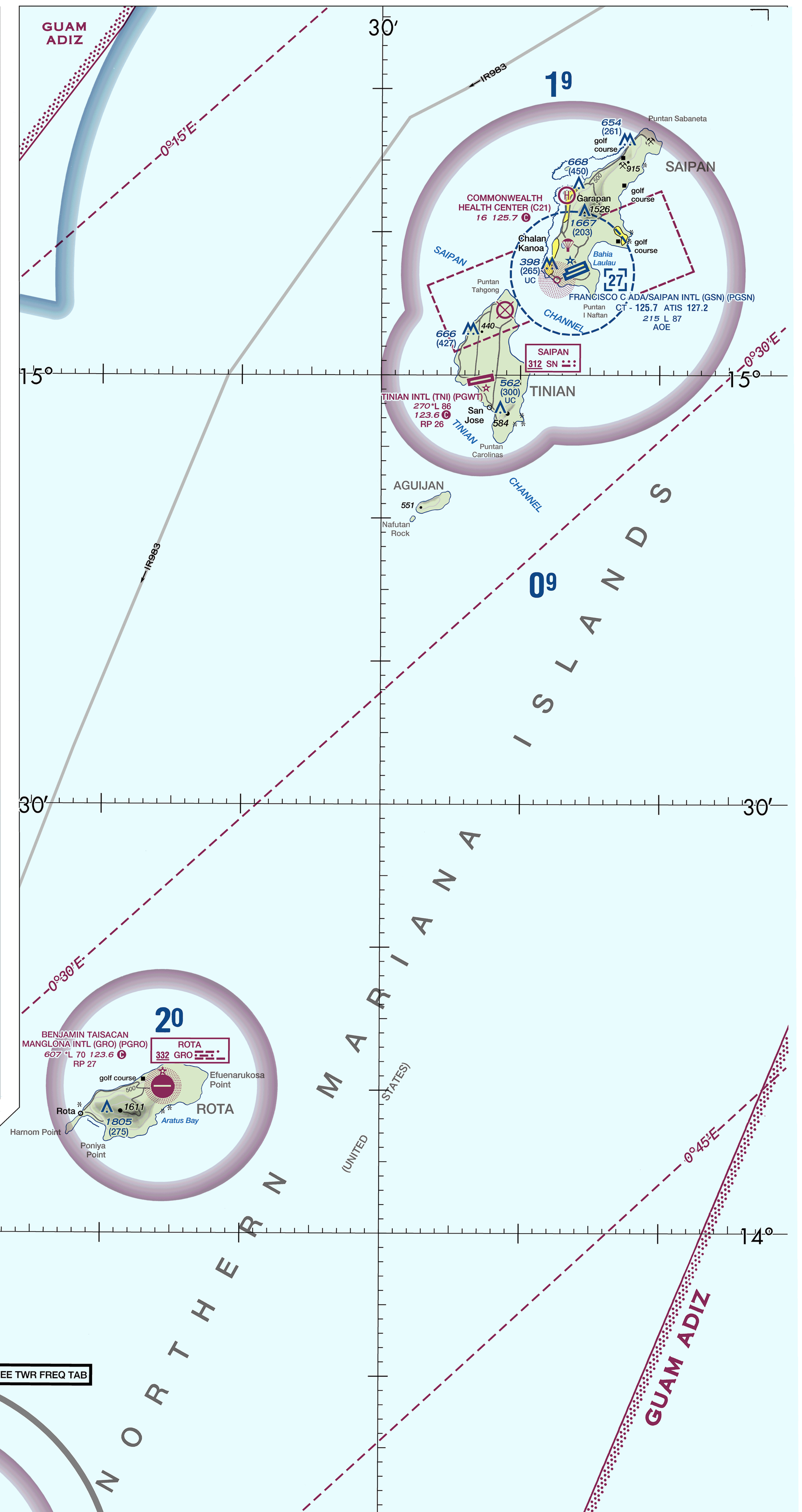
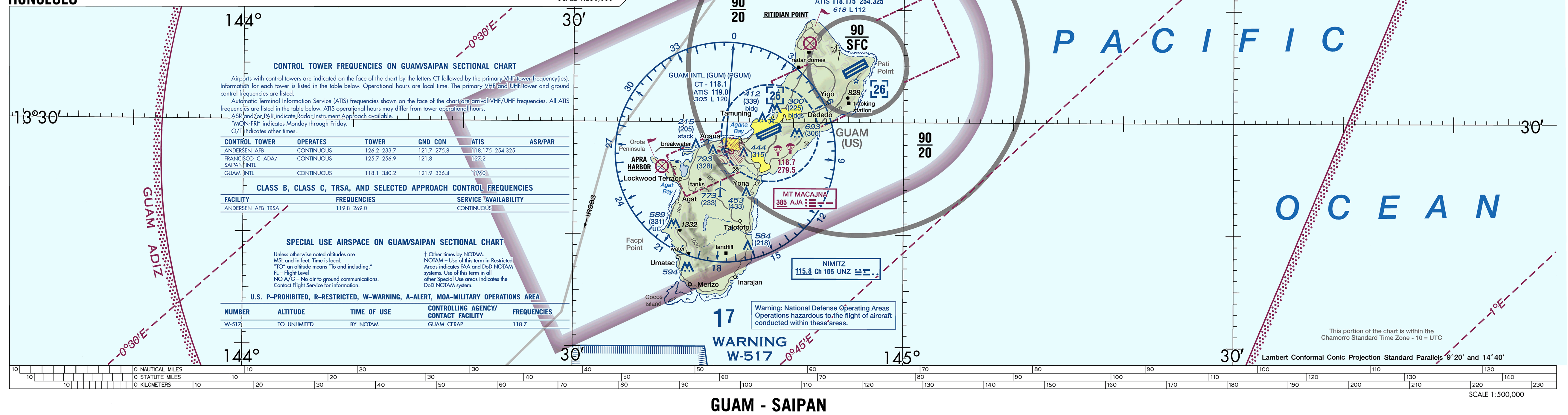


SAMOA IS





GUAM - SAIPAN